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THE

COACHES OF COLONIAL NEW-YORK

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BY

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The Coaches of Colonial New-York

Introduction.

So incidental a topic as "The Coaches of Colonial New-York" may seem a proper cause for challenge in this hall, so long consecrated to historical scholarship. But "show me one bone and I will construct the animal that wore it," is the substance of a remark attributed to Cuvier. On the same principle, the precise history of any article of daily use, and especially one of luxury, necessitates outlining the character and customs of the people with whose lives it was identified. As a matter of fact, therefore, an intimate history of pleasure vehicles would constitute a history of modern civilization; and were any one really able to fully and correctly picture the coaches and other conveyances of colonial New-York, including horses and also water carriages, together with the chief incidents pertaining to their use, the cotemporaneous social life of the city would necessarily be included in the sketch, and, indeed, form an integral part of it.

But I hasten to add that no such complete picture must be expected in the present paper. In the first place the materials are lacking. The bones for identification are few and disconnected. During the entire Dutch period of this city's history, extending from 1614, the date of the provisional or trading charter by the States-General to an Amsterdam association—up to the year 1674, when it was for the second time, and finally, ceded to the English—the books and manuscripts owned by this society fail thus far to materialize an individual record that can be dealt with as trustworthy coaching history. A few sleighs and freight vehicles are incidentally referred to, but these are outside our present subject.

This seems like an unpromising start, does it not! But the very fact of this noteworthy absence of all records is suggestive.

To appreciate the full significance of this hint we must try and divest our minds of all present conceptions of the cosmopolis which we know to-day, to which its predecessor of two centuries ago, the humble hamlet of New Amsterdam, bore no more relation than if located on another planet. The Seventeenth-Century Dutch-American, born and bred on this island, if projected into our times and allowed to wander through our bustling streets, would find himself an utter stranger in an utterly strange land; and, in like manner, you and I would feel equally astray

and bewildered if we were to awaken to-morrow morning in the midst of his familiar haunts. Mr. Bellamy, in his dream-book, "Looking Backward," has pictured nothing that could surprise us so much as would an hour's visit to Niew Amsterdam.

New-York in 1664.

Let us try to catch a glimpse of it as it appeared in the year 1664, when the Dutch first surrendered it to the English, and when a good map, discovered and named by Dr. George H. Moore the "Duke's Plan," remains to help us find our way around.

Let us leave Second Avenue. It is nearly all unbroken woodlands hereabouts, excepting a little northwest of this building [that of the New-York Historical Society], on the site of the present Trow Printing House in 12th-street, near Third-avenue, where we see the generous bouwerie or country home of Peter Stuyvesant, the last of the Dutch Governors. We are quite out in the country, with nothing north of us excepting an Indian trail until the little settlement of Niew Harlaem is reached. The only road at this point, stopping at the Governor's, winds southward. It is an ordinary country road, leading through the woods, up and down hills, around several ponds, and past five other smaller farmsteads, where, if we like, we can no doubt get a cup of buttermilk for the asking. All these farms were destroyed by the Indians in 1655. During the same Indian troubles—in 1656—Governor Stuyvesant leased his farm. It was the most exposed of the plantations, and was guarded by a strong watch. In 1660 a village was ordered to be built at the Bowery; but soon afterward, C. Jansen, having a lease near it, offers to give it up, as he "has to ride two miles through a dense forest" before reaching town.

These lonely two miles being accomplished, here we are at the ditch and palisades that bound the northern limit of the town, just above what is now Wall-street. These palisades, extending due east and west from river to river, were originally intended to keep out the Indians, who were frequently uncomfortable as neighbors; and, in 1653, they were strengthened in anticipation of equally unpleasant visits promised by the Yankees.

We pass through what is known as the "Land Gate," located at what is now the junction of Broadway and Wall-street; and this—this is Niew Amsterdam! It isn't much of a place, either in extent or appearance. The streets are crooked and narrow; the houses nearly all of wood, and with gable ends turned toward the roadway. There is a general air of cleanliness and thrift, but all things are provincial, and suggestive of necessary economy. It is, in brief, merely a quaint village, of the distinctly Dutch type.

There are no conspicuous landmarks excepting a few commanding windmills; the Stadhaus, which answers the triple purposes of town-hall, tavern and jail; and the fort, composed of earth-works and palisades, inclosing the stone church. Stuyvesant's town-house, surrounded

by a fence, is on the shore of the present Whitehall. The best houses are on the east side of Broad Way, and this part of the town is also the business quarter.

"But," you ask, "what has all this to do with coaches?" We are coming to that. The shore of East River is lined by wharves and docks; and here lies the shipping—what little there is of it. Moreover, extending up what is now Broad-st. nearly to Wall-st., is a canal, filled with market-boats and lined on either side by markets and shops.

The Dutch Period.

Does not this brief sketch of the little town throw immediate light on the subject in hand? The fact is, there can be no history of coaches in this Dutch Colonial Period, for the simple reason that there are no coaches. This is not a coaching community. These are people who have been brought up near the water, and who still hug the shore and tempt the sea through canals and slips to their very doors. These are people whose vehicles are water vehicles. They have little or no need for wheeled vehicles. Their village is so small that their most distant neighbors live within ten minutes' walk of each other. Even if they should wish to visit Governor Stuyvesant or some of their out-of-town farmer friends, coaches would be useless on that one long and poor forest road, almost impassable for wheeled vehicles. Two years previous to this time—in 1662—the good Dominie Selyns, chaplain to Governor Stuyvesant, wrote a poem on the occasion of failing to find any wagon to convey to town his friend, Capt. Doew, to attend the Lord's Supper.

The Dutch land carriage is a saddle-horse. The Dutch people are amphibians by birth and education, and nearly all their transportation is done by boats, according to the customs of Old Amsterdam, which they brought with them and to which they religiously adhere. Their road to Haerlem is East River, and their coach a lighter or canoe. The only Dutch vehicles of which we find any mention are farm wagons, and sleighs with split saplings for runners. Their horses are few, fat and slow-gaited—more of the type of oxen. When used for passenger service these are furnished with saddle or pillion. Communication with New-England and the Hudson River settlements is made by boat, and the only other route from Governor Stuyvesant's bouwerie to Spuyten Duyvil is by an Indian trail.

The Dutch period of sixty years is thus briefly and definitely disposed of; and we now come to the year 1674, when, after a second and final conquest, the English period opens.

The Early English Period.

Characteristic changes soon begin to appear. It would be difficult to confront two peoples more widely different in manners and customs than those who now peacefully unite to build up the fortunes of the city. The Dutch are mild-mannered, domestic, well-to-do but economical,

and chiefly interested in their farms and dairies, and the exchange of their products for old-country goods that occasional ships bring to port. The new-comers, mostly Yankees at first, but gradually reinforced by fresh emigrations of English, are enterprising to the point of being aggressive. Poor at first, they enter energetically into trade and speedily acquire material supremacy. Later on, come many who are connected with the military or civil service, and who consequently reflect or affect something of the wealth and splendor of the government they represent. Still later, when the growing power of the Colonies excites an uneasiness that is justly deemed a cause for anxiety, the policy of the English Government makes the pomp of power a part of that power. Naturally, in the course of such development, and stimulated by wealth and social ambition, coaches make their appearance on the scene. Some of the Governor-Generals—probably all of them—bring with them coaches as emblems of royal prerogative. Probably the first true coach landed in New-York thus bore the family arms of a military official. And one was quite sufficient to set the fashion.

Moreover, the English are road-makers. The Broad-street canal is promptly filled in, and its water-way converted into a cobble-stoned roadway. Under the impetus imparted by the constant accession of new settlers, representing all branches of trade and commerce and including many persons of means, the northern limit of the town is steadily pushed up Broadway, advancing street by street until it reaches the Common at what is now City Hall Square, and then steadily extends on either side down to the two rivers. Many new streets naturally follow the opening up of this important extension.

Now, for the first time, the compass of the town makes carriages really needful; and, at the same time, there is a class of citizens who have the requisite means and taste and habitude to demand them. Unlike the Dutch, the English are a coaching people. They are accustomed to the use of pleasure carriages, and are fond of horses. To the Hollander, the horse was a farm servant, a beast of burden; to the Englishman he is an intimate and loved companion in nearly all his out-of-door sports.

With the English also comes quite a new order of social life, based largely on lineage and family honors, to which many of the officers and colonists could lay just claim; and society here promptly accepts and responds. Even the most conservative of the old Dutch families, who at first looked askance upon English ideas, find their wives and daughters asking for a vehicle of some kind in which to play their appropriate part in the new régime. To keep a carriage is now to be "in society."

The change in customs thus introduced is gradual; but the generation succeeding that in which the two races join hands sees them permanently established; and it is recorded that "one of the results was the adornment of the present book of heraldry of the English nobility with the arms and escutcheons of several of the Dutch burghers of New-

Amsterdam." These arms, no doubt, soon found their way to coach panels.

In the next place, it should be remembered that the English are naturally travelers—explorers; and this tendency results in opening up highways and postroads, fit for carriage service, that now radiate north, west and south.

In January, 1673, Governor Lovelace ordered the establishment of a Public Messenger or the first "Post Rider" from New-York to Boston, once a month. Within the month he was to return to New-York City. He was required to "take an oath of fidelity; to behave soberly and civilly to those who entrusted him with letters and packages; to advise the inhabitants where letters can be left on the road; when requisite, to mark some trees for the guidance of travelers to houses of entertainment; and to provide a spare horse and good Port Mantles, so that letters or packets will receive no damage." He was also directed to "detect and cause to be apprehended all fugitive Soldiers and Servants run away from these parts." The duties of this first postmaster thus included those of hostler, guide and police-spy.

In 1672 it was first ordered that a road should be opened through to Haerlem; but seven years later it is recorded that a traveler from New-York, bound for that settlement, was compelled to leave the Bouwerie and proceed by trail through the woods. In 1703 an attempt was made to improve the road to King's Bridge, then the only road across Haerlem River. In 1741 provision was made for keeping this highway in good order; and laws for the same purpose were passed in 1751 and 1764. In 1752, complaint is made of the bill passed by the Assembly in 1751 to regulate the road to King's Bridge, "as it equally subjects the Poor and Rich to defray the expence of the Road." Why should the poor, who never use it, pay "as much as the Man of Wealth and Affluence, who daily deepens its ruts with his gilded Chariot."

In due course, it becomes necessary to make the settlements in New-England accessible by carriages, and "the Road to Boston" appears on the maps; and this is soon followed by "the Road to Albany." Now, for the first time, there is an opportunity to drive into the country, and chaises and phaetons promptly respond. New-York is now fairly on wheels. Thus, by swift but perfectly natural stages, the Coaching Period of Colonial New-York is ushered in.

We may now expect to begin to find some carriage records, and we are not disappointed. They are at first fragmentary, but suggestive and generally conclusive. When carriages began to come, they evidently came in processions. Every ship that arrived from England brought a few. Unfortunately we find no definite particulars by which we can indentify the first contingent. But many other interesting facts have been brought to light; and some of these, mainly gathered from newspaper files, books and manuscripts belonging to the Library of the New-York Historical Society, will now be placed before you, arranged, as far as possible, in chronological order.

THE FIRST COACH IN NEW-YORK.

IMPELLED by a benevolent desire to help support the claims of that considerable class of present citizens whose grandfather or great-grandfather "kept the only coach in New-York," I have made an earnest endeavor to put the finger on that first and only coach.

As before stated, there can be no doubt that the English Governors, when they came, brought their coaches with them as a part of their official paraphernalia. Even William Penn, in 1700, writes of his coach and calash. Probability therefore leads us to look for the first New-York coach among the military; and it is just here that we find the first record on which we can place dependence. We hazard the guess, good until disproved by the finding of some earlier record, that the following must be given precedence.

Col. William Smith, who served as Governor of Tangiers, arrived at New-York in 1686. Three years afterward, he removed to Brookhaven, Long Island, and settled on his manor of St. George. He was a member of the Assembly and one of the Judges of the Supreme Court. He died in 1705, and an inventory of his goods mentions "a coach, together with cushions and harness." To the best of my knowledge, therefore, the first private coach now on record was that of Col. William Smith; and, if he brought it with him, as is more than probable, the date of its début in our streets was 1686.

THE FIRST NEW-YORK HACKNEY COACH.

Passing over a number of intermediate notes about vehicles that make no special mention of coaches, the next important record relates to the establishment of the first public hack.

In the year 1696, John Clapp, who kept a tavern in the Bowery, about two miles from the city and in the immediate vicinity of the present Cooper Union, issued the first almanac printed in New-York, for the year 1697. In this he states that it is one year "since the first Hackny Coach was made and kept in this city by John Clapp [himself], for the accommodation of all Persons desirous to hire the same." He also states that his house is the "baiting place where Gentlemen take leave of their friends going on a journey, and where a parting glass or two of generous wine,

> "If well apply'd makes their dull Horses feel
> "One spur i' th' Head is worth two in the heel."

The distance from his tavern to Boston is accounted to be 274 miles, "where many good Lodgings and Accommodations may be had for Love and Money."

His curious almanac closes with this notice: "At the aforesaid Clapps, about two miles without the City of New-York, at a place called the Bowr'y, any Gentleman Travellers that are Strangers to the City, may have very good Entertainment for themselves and Horses, where there is also a Hackny Coach and good Saddle Horses to be hired."

TWO MORE COACHES OF GOVERNORS.

In 1697, Governor Fletcher states that he had been at great pains to gain the hearts of the heathen Indians; and, when a delegation from the Five Nations came down to see him, they were shown the sights of New-York. The Governor took them on board the large ships, caused all the cannon to be loaded with ball and fired off for their edification, exploded some Granada shells; and finally, he writes. "I ordered six horses to be put into my Coach, and my Coachman to drive them round the City and into the Country to take the air, by which they were extremely obliged."

On August 21st, 1699, Governor Bellomont—who succeeded Governor Fletcher, just mentioned—writes from Boston that his butler had "left the key of his wine cellar with Robat, the Coachman's wife." This implies that he also kept a coach, and both these items help to confirm the opinion, already stated, that all the Governors were thus provided.

BEGINNING OF THE EIGHTEENTH CENTURY.

With the opening of the eighteenth century, coaching memoranda become frequent, and I have many before me; but I will present only a few that seem especially instructive or amusing. Let us begin with a few extracts from the entertaining Bobin correspondence.

George Clarke, Secretary to the Province, resided most of the time, for the benefit of the air, at Jamaica, Long Island, which for many years was the fashionable country resort of New-York City. The correspondence of Mr. Clarke's private secretary, Isaac Bobin, has fortunately been preserved, and it is of great interest, especially as a realistic picture of the needs of a genteel family of the period, 1718–1730, together with prices, etc.

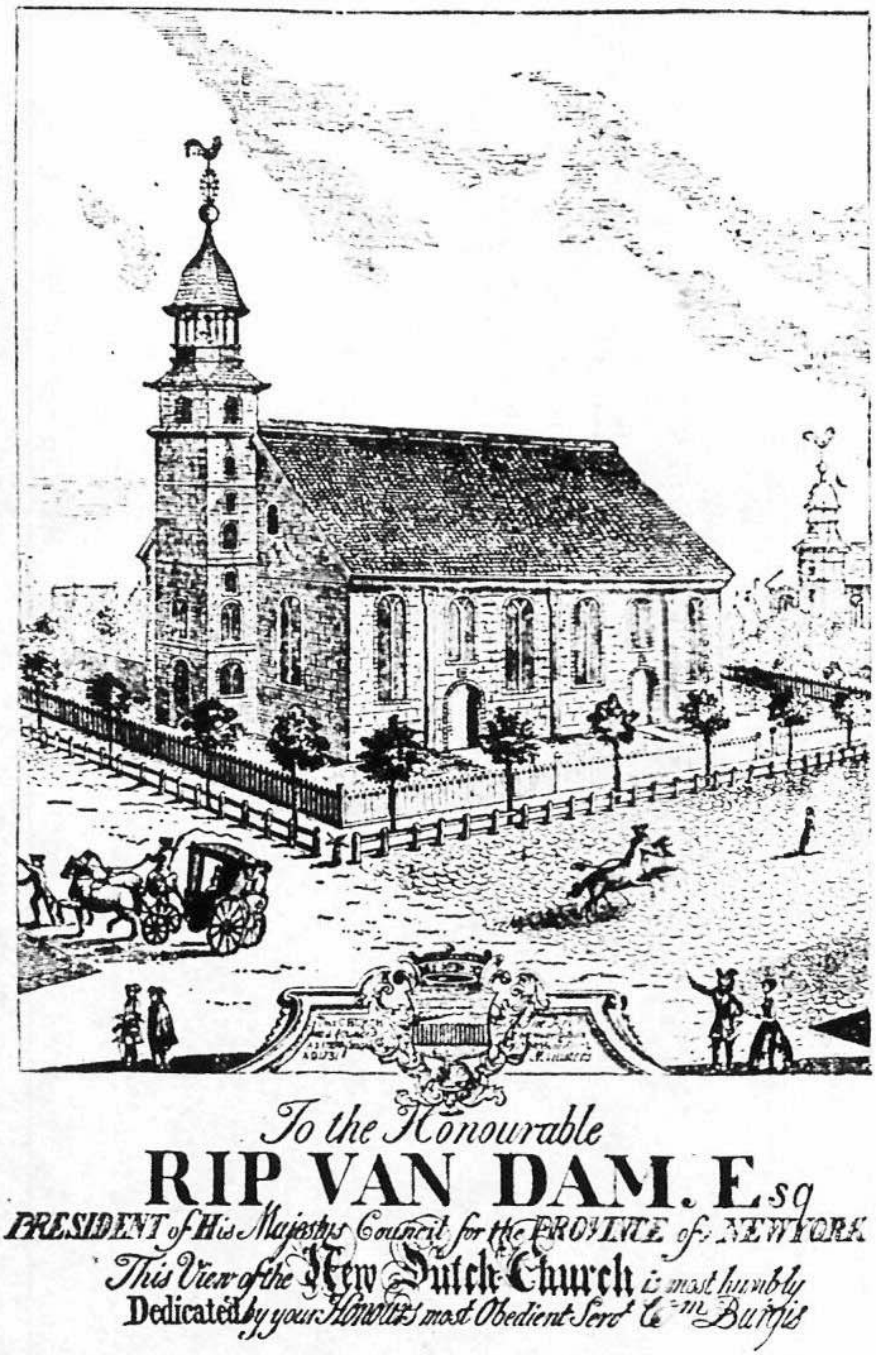
For instance, in October, 1721, he writes: "Can get no Venice chalk. Doctor Nicholls had some a few days ago, but it was all sold to ye Ladys." The problem how the ladies came thus to corner the market in Venice chalk opens a broad field for conjecture.

This same correspondence contains occasional references to the pleasure vehicles of the day, including the following: June 21, 1721, Bobin writes: "I am sorry for your misfortune in breaking the Wheele of your Chase; But hope Madam Clarke nor yourself have met with no hurt thereby. I will observe what you wrote me in Relation to Chariot Wheels, Lead, &c." Nov. 22, 1723: "When Riche comes I will send by him the Candles and Chocolate, and the Charrot Wheels if they be ready." March 14, 1724: "The Coach maker has better than half finished the Wheels, and tells me they had been done before now had not one of his Men fallen sick, but will see to get them done out of hand."

The above, you will notice, is painfully realistic: New chariot wheels, expected in November, not ready in the following March; cause, the customary illness of a workman. But fortune favors! The invalid evidently recuperates, and three months later we have this cheering in-

telligence: June 27, 1724: "The Chairott Wheels and Planks are gone by Riche."

Here follows another realistic touch, which will no doubt appeal to



the sympathies of modern coach-makers. August 11, 1724: "I have been very uneasy at the Coach makers changing the boxes of your Charrott Wheels, and have sent him a Threatning Letter, which I hope may bring them to light. The fellow to whom I paid the Money for him

swears they are the same that were brought from the [Jamaica] Plains, but I believe him to be a Rogue like the other."

Just here I wish to allude to a curious print engraved in New-York in 1731, which represents the Middle Dutch Church in Nassau-street, known in recent years as the "Old Post-Office," and occupying the site of the present Mutual Life Insurance Co. Building. With the exception of a single map, I believe this to be the first copper-plate engraving executed in New-York. This print was dedicated to a Dutch gentleman with the extraordinary Christian name of Rip Van Dam, who was President of the King's Council; and it bears the arms of the Van Dam family. In the foreground is a chariot, with liveried driver and footman, turning from Nassau into Liberty-street (both paved with cobble-stones), which we appear to be justified in considering a correct representation of Mr. Van Dam's family carriage. It also shows a youth exercising two restive horses, perhaps also Mr. Van Dam's property; together with a maiden of the period sedately crossing the street in front of the rearing animals, and, in sharp contrast, a good citizen making a hairbreadth escape from under the hoofs of the chariot horses. In the foreground, on the right of the coat-of-arms, a gentleman in cocked hat is directing the attention of a lady companion, by means of his cane, to the architectural beauties of the new church; and, on the left, stand two other gentlemen gazing at the opposite corner of Nassau-street, where the Van Dam mansion stood. These are probably all members of the numerous Van Dam family.

THE NEWSPAPER PERIOD, BEGINNING 1725.

We have now come to the beginning of the newspaper period, 1725, when the *New-York Gazette*, the first newspaper published in this city, was started. This was published by Wm. Bradford, and was practically a court journal. In 1733 it had a competitor in John Peter Zenger's *New-York Weekly Journal*. In 1742 came the *New-York Gazette and Weekly Post-Boy*, published by James Parker. The early issues of these papers contain few advertisements, and very little of local interest. Their subject-matter is confined almost exclusively to news from abroad. New-York was still merely a seaport village, and whatever happened within its limits or suburbs was known to every resident before a weekly journal could record it. But every scrap of news from abroad was hailed with evident interest; and letters from England, government proclamations, etc., formed the basis of these early issues. When advertisements began to form a feature, about the middle of the century, then we find local color, and local history makes its start. Not only does the vender indicate the character, prices and sources of his supplies, but allusions to town landmarks creep in that are of great interest to the student of local history. I will now invite your attention to a few extracts that are appropriate to our present subject, interspersed by such other memoranda as fit in chronologically.

The *New-York Gazette*, Sept. 27, 1726, announces that a "Subscription Plate will be run for on the course at New-York," and it adds: "All Persons on Horse-back or in Chaises, coming into the Field (the Sub-

scribers and Winning Horses only excepted) are to pay Six Pence each to the Owner of the Ground."

On Sept. 21, 1730, the same newspaper advertises: "A Large Dwelling-House and Lot, with Stable, Coach-house, &c., in the Broad-way, being the House where Gabriel Ludlow now lives, is to be sold."

Here is another reference to a Governor's well-stocked stable: Governor Montgomerie died in July, 1731, at his house in Fort George, and the inventory of his effects mentions: "One saddle horse, eight coach horses, two common horses, two breeding mares, two colts, a natural pacing mare, a four wheeled Chaise and harness, a servants saddle, a Coach, with set of fine harness, two sets of travelling harness, brass mounted, with postillion's coat and cap; saddles with holsters, caps and housings, a fine suit of embroidered horse furniture, with bridles, bits, &c."

On Oct. 14, 1732, the Assembly passed a law for the regulation of the Ferry between New-York and Brooklyn; and in this it provided for the payment of six shillings for a coach and three shillings for every chaise transported.

A correspondent in the *Weekly Journal* of Feb. 23, 1735–6, writes as follows: "Passing the other day down the Broad Way, I saw a Coach, upon which being a particular Coat of Arms, Crest and Motto, my Curiosity led me to enquire its owner, which I found to be Col. Morris, now in England."

The gentleman above referred to, Col. Lewis Morris, wrote to his daughter in England, August 26, 1743, that he had received by a late vessel "the body of the chaes [chaise] and the things sent for, except the trusses, all safe and in good order."

The *New-York Gazette*, Dec. 12, 1737, says: "On Wednesday night last (the 7th instant), about 11 o'Clock, there was a severe Schock of an Earthquake felt all over this City; and continued above one Minute; It begun with a Rumbling Noise like a Coach or Coaches running along the Streets; the Houses did Shake, the China, the Glasses and Pewter did move and clatter, to the surprize of the inhabitants."

Here is still another Governor's coach: The *New-York Gazette*, March 14, 1738, says: "We hear, That my Lord De La War's Coach and some of his Houshold Goods are to come over in the next Vessel bound to this Port."

At this period the streets begin to become dangerous to pedestrians: The *Weekly Post-Boy*, May 7, 1744, says: "Last Saturday Evening, a Young girl in this City, was accidentally run over by a Chaise & bruised so much that she died the next Morning."

I will now revert to my collection of newspaper advertisements, and quote a few extracts from the *Weekly Post-Boy*:

Jan. 9, 1744: "To be Sold. The House wherein Capt. John Wadsell lives, opposite to Capt. Waldron's, with a Coach-House opposite to Mr. Anthony Rutgers's."

May 28, 1744: "To be Sold: Three riding Chairs and a Single Horse Chaise. Whoever inclines to buy may apply to Thomas Noble and Joseph Scott, in New-York."

March 18, 1745: "To be Sold at Publick Vendue, on Monday, the first Day of April next, at the Dwelling-House of the late Abraham Keteltas, deceased, near the Meal Market. A Horse & Chaise."

June 3, 1745: "To be Sold. A Handsome Coach and Harness about 7 Years old, not much the Worse for Wear; and a Pair of good Coach Horses. Enquire of the Printer thereof."

March 18, 1745: "Several very good Riding Chairs and Kittereens, to be sold reasonable by Josiah Milliken, near the Old Slip Market."

June 3, 1745: "To be Sold. A Handsome Coach and Harness, about 7 years old, not much the worse for wear; and a pair of good Coach Horses."

Feb. 6, 1747: "A Likely strong Horse; good either for a Riding Horse or to go in a Chaise, to be Sold: Enquire of the printer hereof."

March 2, 1747: "A Good Horse about six Years old, Albany breed, & a handsome Chair almost new, to be Sold; enquire of John Brazier, near the Hon. Rip Van Dam's, Esq."

May 25, 1747: "Just imported from Boston, & to be sold by Cornelius Vanhorne, three good riding Chairs."

Nov. 9, 1747: "To be Sold, A good handsome Coach and Harness, with all the Appurtenances thereunto belonging. Enquire of Mr. George Burnet, near Coenties-Market."

March 6, 1748: "Stolen out of his Excellency's Coach last Wednesday Night, between 12 and 1 o'Clock, two whitish Cloth Coach Cushions, lac'd round the seams with a worsted Lace of the same Colour, (from the Broad Way near the Post Office.) Whoever can give any Account of the Cushions, or the Persons who stole them, shall be very well rewarded, by John Ayscough."

The following extract from *The Post-Boy*, June 4, 1750, shows that the use of carriages is now becoming quite general. It says: "Last Friday a great Horse Race was run on Hampstead Plains, for a considerable Wager; which engaged the attention of so many of this City, that upwards of 70 Chairs and Chaises were carried over the ferry from hence the Day before; besides a far greater number of Horses; & it was thought that the number of Horses on the plains at the Race, far exceeded a Thousand."

THE FIRST NEW-YORK COACH-BUILDER.

A natural result of this growing popular demand for vehicles promptly exhibited itself, and now invites our attention. This year, 1750—the very middle of the century—furnishes a fact of special interest. At last, while George Clinton is Governor General of the Province, New-York City has a coach-maker of its own. The name of the coach-maker whose fame is thus renewed by an advertisement that has retained its vigor for one hundred and forty years is James Hallett, of Golden Hill, late from Ireland, who first hung out at the "Sign of the Chair-Wheel," afterward changed to the "Sign of the Chair-Box and Carriage," and still later to the "Sign of the Riding-Chair."

The *Weekly Post-Boy*, Jan. 22, 1749–'50, contains this first advertisement, which reads as follows:

Chaise-Boxes, Chair and Kittereen-Boxes,
with all Sorts of Wheels, and Carriages for the Same, are made by

JAMES HALLETT, ON GOLDEN HILL,
AT THE SIGN OF THE GOLDEN WHEEL,
at the most reasonable Rates, with all Expedition.

The same advertisement is continued more or less regularly until April 20, 1752, when another, more in detail, is substituted, showing that he has removed to new quarters "near the Spring Garden in the Broad Way," the present site of the *Herald* Building.

The following further facts relative to this same James Hallett, gathered from a variety of sources, are worthy of mention in this place. As already shown, his first advertisement appeared in 1750, and occasional mentions up to 1791 show that he continued to prosper. Feb. 13, 1786, the *New-York Packet* refers to James Hallett, "Coach-maker, next door to No. 42 Broad Way." March 16, 1791, James Hallett advertises, in *The Daily Advertiser*, from No. 43 Broadway, as "coach and chair maker," and also "adjoining the theatre in John-street." This clearly proves that he was entitled to full honors as a true coach-maker, showing as it does that he had both a factory and a Broadway repository, which suggests a degree of prosperity that none of his eighteenth-century competitors ever claim. He was evidently the Brewster of his day, and his day was long and momentous. He catered to the royal period in New-York's coach history. He undoubtedly did more or less work for the several Governor-Generals of the period; and conclusive evidence will hereafter be given that he was "coach-maker to His Excellency" Sir Guy Carleton.

Dec. 7, 1791: "The large workshop of James Hallett, nearly adjoining the theatre in John-st., took fire and was entirely consumed." Dec. 10, 1791: "James Hallett returns public thanks to the citizens for exertions in saving his property." March 17, 1819: "Died, Mrs. Hallett, widow of the late James Hallett, in her 76th year. Funeral from No. 189 Broadway." This indicates where his home was located. By a will, it appears that No. 194 Broadway also belonged to James Hallett and Lydia, his wife. They conveyed it, Nov. 25, 1769, to James Hallett, Jr., from whom it passed to his grand-daughter, Jesse Anne Hunt, who, in September, 1819, married Joshua Dyett, of Poughkeepsie. The above facts put us on terms of some intimacy with the first New-York coach-maker.

It is not until fifteen years later that another New-York coach-builder makes announcement of his business through the public press. In the *Post-Boy*, of Oct. 3, 1765, appears the following:

COACH-MAKING,

IN THE GREATEST PERFECTION, DONE BY

SAMUEL LAWRENCE,

Coach-Maker, at the Sign of the Chariot and Phaeton, opposite St. Paul's Chappel, in the Fields, who, for several years past, transacted Business for his Brother, James Lawrence, in the Broad-Way:—Where Gentlemen, and others, can have made, in the genteelest Taste, and equal to any made in Europe:

Coaches, Chariots, Phaetons, Chairs, and every other Machine in the Business, not inferior to any imported from London.

Gentlemen who please to favour said Lawrence, with their Commands, may always depend on his Care and Dispatch, and he will always make it his Study to give Satisaction to his Employers.

. This was closely followed, in 1766, by the advertisement of the Deanes, which will be mentioned later.

In the ledger of James Beekman, of New-York, which I have been kindly permitted to consult, appears the following entry: "1757, September 3: To paid for a Riding Chaise, £37. 0. 0." Unfortunately the name of the maker is not mentioned. He may have been James Hallett, though the price named, taken in connection with the omission of the maker's name, suggests that this was probably a second-hand vehicle.

The same Beekman ledger contains the first reference I have been able to discover to the house that soon afterward became Hallett's rival in the coach-building trade. Here it is: "1765, September 20 [eight years after the former purchase of a chaise]: To cash paid Elkana Deane for a new chaise, £68. 0. 0." Two years later, this follows: "1767, June 11: To Do. paid for a charriot, £99. 15. 5: and a Phaeton, £102. 0. 0; and pair Horses, £53. 0. 0.: total, £254. 15. 5." Mr. James Beekman's financial position is evidently well established at this time; but his celebrated coach, of which further mention will be made, has not yet put in an appearance.

ELKANAH & WILLIAM DEANE, COACH-BUILDERS.

I shall have no better opportunity than this to briefly sketch the Deane family, which, at this time, was an important factor in New-York trade.

Like James Hallett, they were from Ireland. They proudly advertise themselves as "late from Dublin." Elkanah Deane, Senior, sold cordials, whiskey, gin and brandy at his store near the Ferry Stairs. These liquors were manufactured by his son, Richard Deane, distiller from Ireland, who located near the ferry at Brooklyn. Nesbitt Deane, probably another son, supplied all kinds of beaver and castor hats, black or white; and, in his advertisements, prides himself as "cocking his hats in the genteelest taste of Dublin and London." As shown by the Beekman ledger, Elkanah Deane, another son, was a coach-maker; and he was soon afterward joined by his brother William. The first published announcement of their business appears in the *Post-Boy* of Feb. 27, 1766, and is so complete and interesting that it seems well worthy to be presented in full. Here it is:

ELKANAH AND WILLIAM DEANE,

COACH-MAKER'S FROM DUBLIN,

Return the Gentlemen and Ladies of this Province, &c. their sincere and hearty Thanks for the Favours they have been pleased to confer upon them, and hope for a Continuance of their Custom; and at the same Time beg Leave to inform them and all others, that they have now done to as great Perfection, all Branches of the Coach making Trade, as can be imported; such as wood W'rk, in all its Branches; Carving, Painting, Gilding and Japaning; Trimming, Harness and Sadler's Work; Likewise Smith's work of all Sorts, relative to said Trade, even Axletrees, and Steel-springs, equal in Quality, if not superior, to any imported from England.

As we can now make and finish, (without the Assistance of any out of our own Shop) in the genteelest and best Manner, all Kinds of Coaches, Chariots, Landaus, Phaetons, Post-Chaises, Curricles, Chairs, Sedans, and Sleighs. We can afford to make any of them on more reasonable Terms than has been yet done by any Person

in this City, and as we are determined to contribute as much as in our Power, to the Prosperity of this Country, we are determined for the future, to make and sell any of the above Carriages, Five per Cent. cheaper than they can be imported from England.

And as a greater Encouragement to all who love to see Trade prosper here, and that think they might have better Work from England, our Proposals are, if we do not execute and finish equal to any Pattern from England, Draft or Order given us, we will not desire any Gentleman who bespeaks said Work, to take it; we likewise will warrant and engage all our Work for one Year, (accidents excepted) being the most that any Coach-Maker in Great-Britain or Ireland do.

These Proposals, and the great Expence and Trouble we have been at, by getting proper Men and Materials to accomplish said Trade, we hope will have some Weight with all who wish Prosperity to this Country, or even their own Interest, and that they will give us an Opportunity of proving what we have asserted. Gentlemen and Ladies residing in the Country, by writing to said Deanes, at their Shop in Broad-Street, New-York, may depend their Orders shall be executed with the greatest Fidelity and Dispatch.

N. B. Said Deanes have two Curricle Chairs, one Chaise, and a Kittereen-Chair, one Double Horse Sleigh, with or without Harness, and one Pair of Curricle Harness, with a Steel sliding Bar, which have been for some Time in Use, and will be sold reasonable.

The remark contained in this advertisement: "We can afford to make any of them on more reasonable Terms than has been yet done by any person in this City," evidently has reference to the claims of James Hallett and of Samuel Lawrence; and still other builders, now unknown to us, by reason of their lack of enterprise as advertisers, may have put in an appearance since Hallett's first announcement sixteen years earlier.

THIRD QUARTER OF THE EIGHTEENTH CENTURY.

Frequent references appear between the years 1760 and 1770 to show that the use of private carriages has become quite general. Let us content ourselves with two examples.

The Hon. James De Lancey, Lieut.-Governor of New-York, died July 30, 1760, at his seat in the Bowery, near Grand-street. The next day his funeral took place, with great ceremony. The newspapers gave the order of procession, which will serve to indicate the number of carriages in the city at that time. The following was the order:

"1, The Clerks of Trinity Church and St. George's Chapel in an open Chaise.

"2, The Rector of Trinity Church in a Chaise.

"3, The Clergy of the several Protestant Denominations in this City, two by two, in Chaises.

"4, An open Hearse bearing the body in a Coffin covered with black velvet, richly adorned with gilt Escutcheons and Furniture. The Hearse was drawn by a beautiful pair of white horses belonging to his Honour, in mourning, and were drove by his own Coachman.

"5, His Majesty's Council in mourning Coaches, being Pall Bearers.

"6, Relations in mourning Coaches.

"7, Members of the Assembly in Coaches.

"8, The Magistrates, two by two, in Coaches and Chaises.

"9, All the Gentlemen of the Law in this City, two by two, in Coaches and Chaises.

"The extent of the procession was *more than half a mile.*"

The second example is this: The playbills for the theatre in John-street, December, 1767, contain the following notice: "To prevent accidents by carriages meeting, it is requested that those coming to the House may enter John Street from the Broad-Way, and returning drive from thence down John Street into Nassau Street, or forward to that known by the name of Cart and Horse Street, as may be most convenient." [Cart and Horse Street is the present William-street, and was so called from a noted tavern with the sign of the Cart and Horse.]

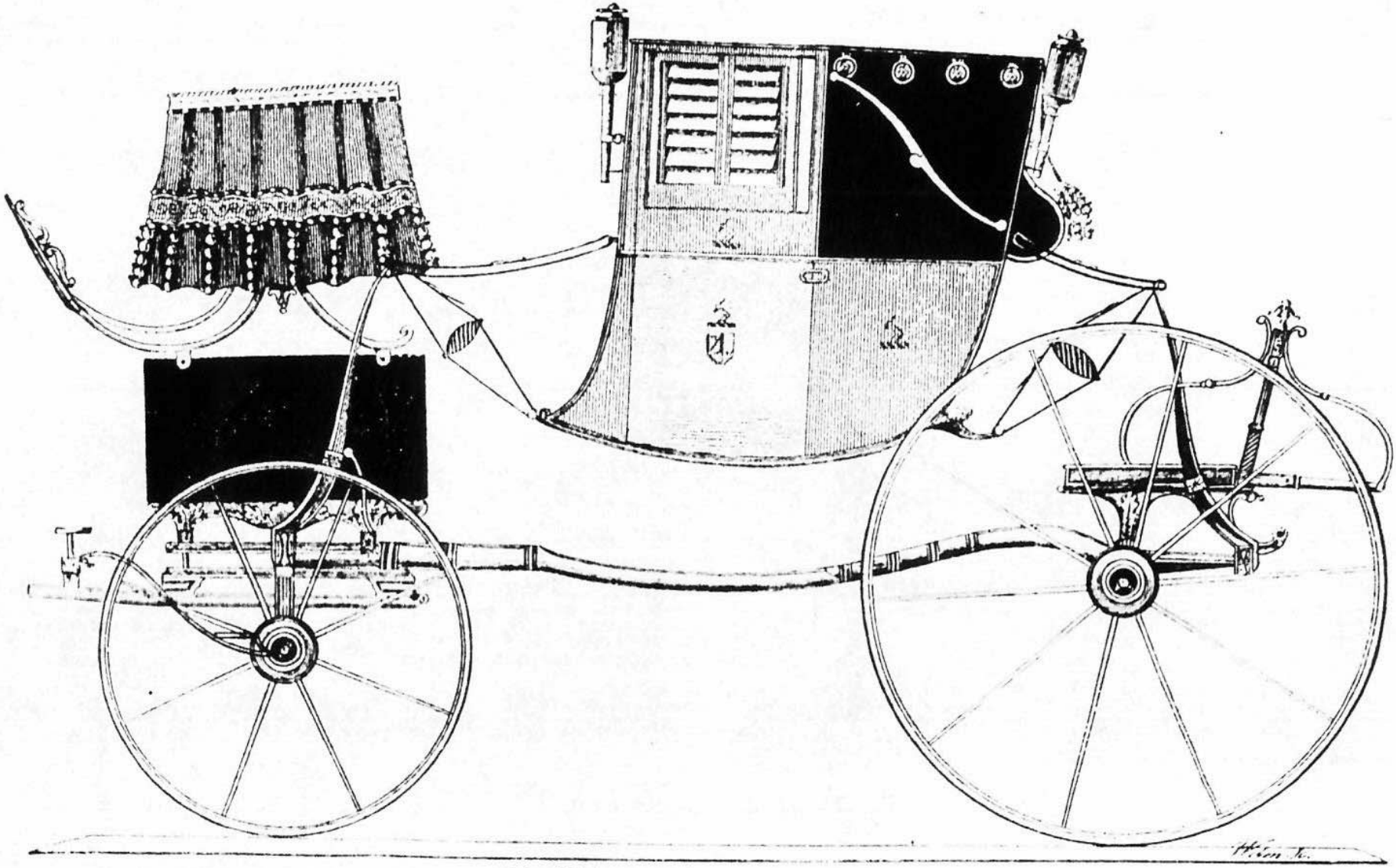
SOCIAL RECREATIONS.

Here is a pleasant sketch of some of the social recreations of the citizens at this period.

In 1760, the Rev. Andrew Burnaby, an English clergyman then visiting New-York, describes the inhabitants as "more than half Dutch and almost all traders; that they were therefore habitually frugal, industrious and parsimonious; but, being of different nations, languages and religions, they had no definite characteristics. But the women were handsome and agreeable, though rather more reserved than the Philadelphian ladies. Their amusements consisted of balls, sleighing parties in the winter, and, in the summer, going in parties on the water and fishing, and making excursions into the country."

He continues: "There are several houses pleasantly situated on the banks of the East River, near New-York, where it is common to have 'turtle feasts.' These happen once or twice in a week. Thirty or forty ladies and gentlemen meet and dine together, drink tea in the afternoon, and fish, and amuse themselves until evening, and then return home in Italian chaises; a gentleman and lady in each chaise." He adds: "The Italian chaise is the fashionable carriage in this and most parts of America, Virginia excepted, where they chiefly make use of coaches, and these commonly drawn by six horses."

Reverend Mr. Burnaby also adds this further item of sentimental interest. He says: "In the way there is a bridge, about three miles distant from New-York, which you always pass over as you return, called the 'Kissing Bridge,' where it is part of the etiquette to salute a lady who has put herself under your protection." This "Kissing Bridge" was on the postroad, about where 47th-street now is. No doubt many young gentlemen of the present day regret that this amiable custom was abolished. Even one of the elder members of this Historical Society, commenting on this description, once remarked: "Charming are these reminiscences of Arcadian simplicity, when man was innocent and woman credulous! How far these days seem removed from our own degenerate and formal period." And he concludes by sighing: "Old times have changed, old manners gone!" What the consensus of feminine opinion might be, as to the re-establishment of the "Kissing Bridge," is of course a mystery that is quite impenetrable.



COLONIAL POST-CHAISE OR CHARIOT.

CHARACTER OF THE COLONIAL VEHICLES.

The coach-makers' advertisements that have already been mentioned naturally suggest the inquiry: What was the character of the coaches and other vehicles used in Colonial times, and how did they compare with those now built in this city? As all are confessedly of English type, it is easy to answer this question by reference to English publications of the last century—notably W. Felton's "Treatise on Carriages and Harness," 1794—which both illustrate and describe the typical vehicles of the day. The only exception is the "kittereen," of which frequent mention is made. I am obliged to confess complete ignorance as to the character of the "kittereen." It was certainly not an English vehicle, and the name suggests Dutch influence, if not origin.

THE CHAISE AND CHAIR.

The Colonial "chaise" was the progenitor of the modern New England or Boston chaise, immortalized by Dr. Holmes in his poem: "The Deacon's Masterpiece, or The Wonderful One-hoss Shay;" and it so closely resembled that well-known one-horse, hooded vehicle, slung on thoroughbraces or straps connecting with long wooden braces at the rear, that no further description is required.

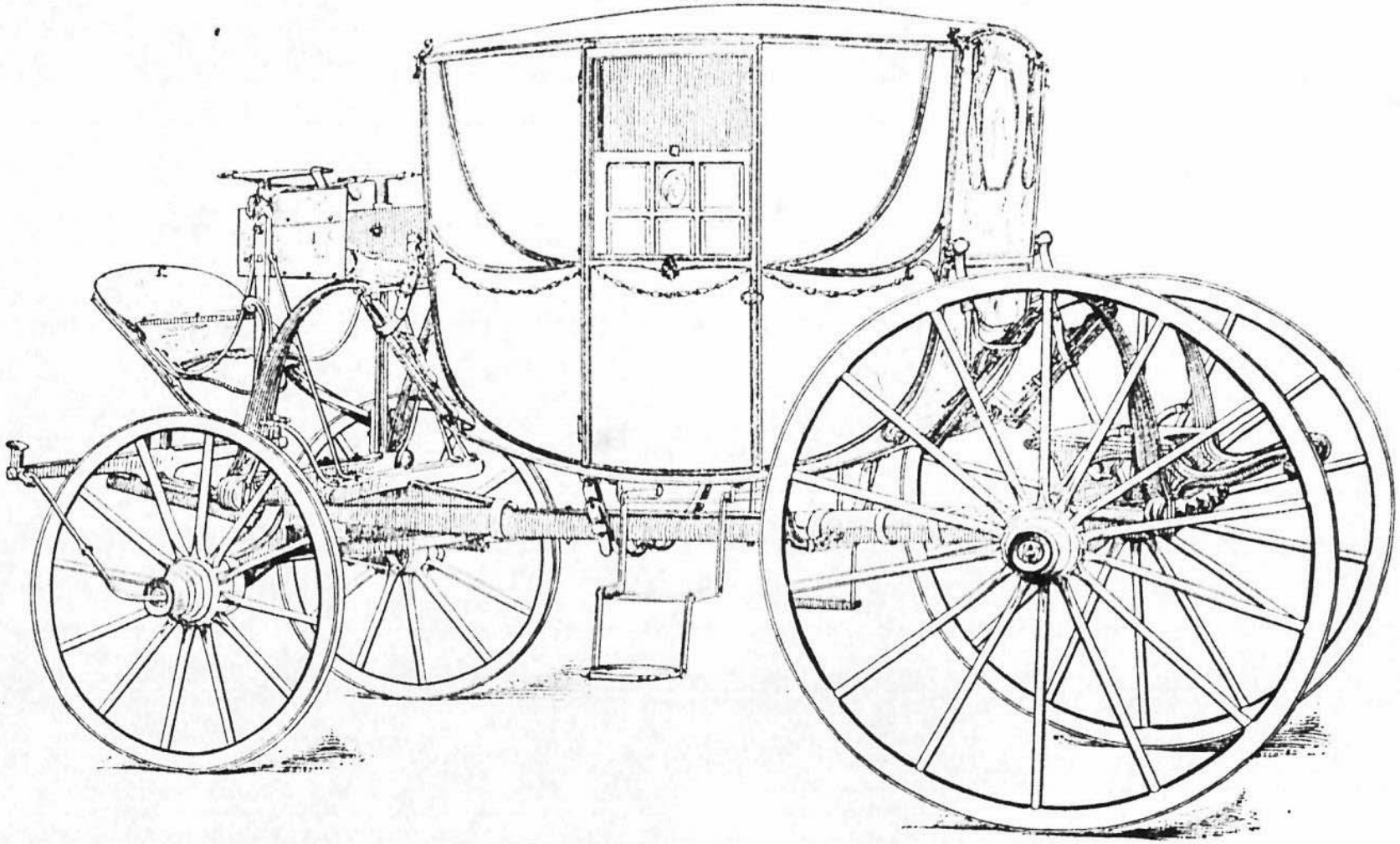
The oft-mentioned "chair" was not the Sedan-chair, as might at first be thought, this being the period when the wheelless Sedan, borne by porters, still retained its aristocratic glory. The Colonial "chair" was simply a small chaise from which the hood was omitted. But the Deane advertisement also mentions the Sedan, and thus shows that it was to some extent in use in New-York as late as 1766. I regret that I have not been able to discover other references to it.

COLONIAL PHAETONS.

The Colonial "phaetons" were various in form and suspension, but generally with gig body, hung well forward over a perch gearing, and chiefly notable for their extreme height. Duer, in his entertaining "Reminiscences of an Old Yorker," describes Dr. John Bard in his low pony phaeton, driven by his faithful black coachman, almost as venerable as himself, and adds: "I recollect a caricature print representing the old gentleman in the little vehicle, passing from Wall Street into Broadway, just as Frank Van Berckel, the son of the Dutch minister, was driving by in a phaeton as remarkable for its elevation as the Doctor's for the reverse. The latter was seen passing under the body and between the wheels of the former without touching."

POST-CHAISES AND CHARIOTS.

The early "post-chaise" and "chariot" were almost identical in construction, the chief difference being that the post-chaise was simpler and intended for hard usage in traveling; while the "chariot" was a state or show carriage, suggestive of luxury and elegance, and elaborately carved, gilded and ornamented with blazonry. Both were, in fact, cut-



THE FAMOUS OLD BEEKMAN COACH. Drawn for "The Hub" from the Original Vehicle.

down coaches, or gigantic coupés, suspended very high on thoroughbraces or leather straps, with lofty coachman's-seat in front, often covered by a hammercloth, and a standard for one or two standing footmen at the rear.

[At the time the above assertion was made, it was based solely upon recollection of certain old engravings pertaining to the period in question, which were formerly in possession of the speaker; but Mr. Gustave A. Welsch, draftsman with *The Hub*, has since confirmed its accuracy by discovering the following statement in William Felton's "Treatise on Carriages," edition of 1794, page 26: "A Chariot or Post-Chaise body—these bodies differ not in the least from each other. The occasion for their use only alters their name. By the addition of a coach-box to the carriage-part, they are called Chariots; the Post-Chaise being intended for road-work, and the Chariot for town use. If intended for post-work only, the materials are somewhat lighter than those for a town carriage; but, when alternately used, sufficiency must be observed."—G. W. W. H.]

COACHES.

The Colonial "coach," had a body not unlike the coach of to-day, but larger, suspended much higher, and hung on thoroughbraces. The transfer coaches now used by the Fifth-avenue Hotel, in this city, are the best modern representatives of the Colonial prototype. General De Peyster's aunt, Mrs. Laight, once told him that the coaches and chariots of the last century were hung so high that occupants could gaze into the second-story windows of the New-York houses as they passed—which, it will be observed, is quite after the manner of the modern elevated-railway car.

THE FAMOUS OLD BEEKMAN COACH.

The Beekman coach, the only specimen of its class now remaining to us from Colonial times, affords us the best possible opportunity to study coach architecture of the period we have now reached. Precisely when it was built we do not know, as we have been unable to find a record of its purchase in the Beekman ledger; but the record of June, 1767, shows who was Mr. Beekman's coach-maker, and also implies that he had no coach at that time. Another document, hereafter to be presented, shows that it had not been purchased in 1770. It is probable that the Deanes built this vehicle, and not long after the year 1770, as we find positive mention of it in 1776, when the city was taken possession of. The Beekman mansion, beautifully located at Turtle Bay, at about Fiftieth-st. and First-ave., was then occupied by the commanding generals as summer quarters. It is on record that, when the house was abandoned by the Beekmans in 1776, this vehicle was stored with others in the coach-house, where it remained undisturbed until they returned in 1783. In 1804, Mr. Beekman, in his will, in disposing of his worldly goods, after dividing the modern vehicles among his children, devised to James W. his "old coach, which is no longer considered fashionable."

This gentleman, our late honored Vice-President, took good care of the Colonial relic; and, when the old homestead was given up, he constructed for its reception a separate building at his country seat at Oyster Bay, where it may still be seen. It is a true coach, with full-paneled body, elaborately cut up by carved moldings, with no glasses excepting in the upper halves of the doors, and a bull's-eye in each stable-shutter. It is hung on thoroughbraces, with heavy perch, skeleton driving-seat for two persons, and footman's standard at the rear. It stands very high, having hind wheels 5 ft. 3½ in. in diameter, and is supplied with folding steps with two pads. The door panels show that it once bore the family arms, an elaborate example of which can be seen over the drawing-room mantel of the Beekman house, which forms a conspicuous object in the lower hall of this building. As the present representatives of the family duly value this interesting heirloom, which still sturdily asserts the skill of the eighteenth century mechanic, we may hope that it will long serve to satisfy the taste, not only of the antiquary, but also of the general public whenever notable events are celebrated by street processions.

Other vehicles of the same period were, no doubt, laid aside and broken up as they went out of fashion. General De Peyster relates an anecdote of his grandfather, John Watts, who lived at No. 3 Broadway, who, on the occasion of the death of Dr. Hosack in 1835, ordered his stableman to provide a carriage for the funeral. From a number of stranded wrecks in the coach-house the negro selected the only one he thought suitable for the occasion. Its general contour is said to have resembled that of a modern victoria; but the hubs were at least a foot and a half long, and the fifth-wheel large enough to supply the place of one of the fore-wheels in case of a smash. The harness was equally antiquated and massive, each trace being capable of furnishing material for at least four as now made. The sensation produced even then by the appearance of this phenomenal equipage was pronounced. It is stated that one spectator styled it "Noah's Ark," and that a companion responded that "Noah would undoubtedly have recognized the style." Unfortunately this relic is no longer in existence.

DRAMATIC END OF THE COLDEN COACH.

Another Colonial specimen, the Colden coach, met with a dramatic end. It is evident that a popular prejudice against coaches existed about the middle of the eighteenth century, which was no doubt largely the result of the fact that they were associated in the minds of the people with the pomp of the English military service, then in discredit. The following incident illustrates the intensity of this feeling.

On the evening of November 1st, 1765 a mob of about 2,000 persons collected before the gate of Fort George, where Lieut. Gov. Colden resided, carrying two effigies on a scaffold, representing Colden with the devil by his side. As they went from the gate they broke open his coach-house, took out the chariot, and carried it around the town with

the effigies in it. They then returned to the fort, where they erected a gibbet, and hung up the images. After hanging for some time, they were cut down and burnt in a fire prepared for the purpose in Bowling Green, together with the chariot, a single-horse chair, two sleighs, and various stable furniture. Colden estimated his loss at £195.3s, which the assembly refused to pay.

THE PERIOD JUST PRIOR TO HOSTILITIES.

From this point, up to the beginning of hostilities in 1776, we must let the following few references suffice :

In 1763, it is recorded that Gov. Monckton paid £120 for a post chaise. John Watts, agent for Gov. Monckton, writes to him, Oct. 30, 1763, that Daddy Horsmanden has not yet paid for the chariot ; you know his motion is slow at best, and I don't think matrimony has mended it. [Judge Horsmanden married the widow of the Rev. William Vesey, rector of Trinity Church.] Again, on June 11th, 1764, Mr. Watts writes : "The old gentleman has not paid for the chariot. I sent him a card that I was sending your account and desired to know what I must say about it. He enquired very obligingly of your health, but no cash. He really whispered he did not happen to have so much in the house." Happily, nineteen days later Monckton is informed that the old gentleman called and paid for the chariot, £60.

Here are some facts of interest : Wm. Alexander, son of Jas Alexander, lawyer and merchant, of New-York, a man of large estate, estimated in 1745 at not less than £100,000, went to London to claim the earldom of Stirling. His claims were rejected, and an order made prohibiting him from using the arms of Stirling. After a long and extravagant residence in London, he privately left England, and, in October, 1761, arrived in New-York, where he assumed the title of Lord Stirling and was so called until his death in 1782. Judge Jones states that he brought with him, in 1761, horses and carriages, the latter bearing his arms, a valet de chambre, a butler, a steward, a friseur, a cook, a coachman and a mistress. In fact, he was quite a gentleman a la mode. Under the pressure of pecuniary difficulties these luxuries soon disappeared, and his lordship removed to his estate at Baskingridge in New Jersey, where he had a fine mansion, with stables, coach-house and other buildings, decorated with gilded vanes. Mrs. Quincy, who visited this mansion some years after the war, describes the place as then being in a dilapidated condition, the house tenanted by a farmer, the drawing-room converted into a granary, the stables and coach-house partly in ruin; and, through the door of the latter, which was falling off its hinges, she saw the state coach, which was of the fashion of Sir Charles Grandison's day, ornamented with gilded coronets and coats-of-arms blazoned on the panels, and fowls were perching and roosting upon it.

It may be mentioned in passing that, in 1767, Abraham De Peyster, the City Treasurer, had a stable in the rear of his house, that contained a chaise, a two-horse sleigh, and a one-horse sleigh."

Du Simitiére's Lists of Carriage Owners.

We have reached the year 1770. The city is now in its best estate, although the shadow of the war-cloud is speedily approaching. Just here I have the pleasure of presenting a document of the greatest interest to students of New-York social history, which has never before been made public. Indeed, if properly amplified and embellished by reminiscences of the persons mentioned, this single record might easily form a paper by itself that would merit your attention. But time now permits only the barest mention of its contents.

The source of my information is as follows: It became known to me that Pierre Eugène Du Simitière, the well-known artist and antiquary of the last century, while collecting materials for his proposed history of the colonies, made a tabulated list of aristocratic vehicles used in New-York, and likewise those of Philadelphia and Boston, together with their owners' names. The originals of these lists are preserved among his manuscripts belonging to the Ridgway Branch of the Library Company of Philadelphia; and, through the courtesy of Mr. Charles R. Hildeburn, of Philadelphia, I have secured the following copies. In the originals the vehicles are divided into four classes, namely: coaches, chariots, post-chaises and phaetons; but, as the second and third of these classes are practically identical, I have consolidated them. The notes in parentheses will help to identify some of the persons referred to.

New-York on Wheels in 1770.

Mr. Du Simitière's first list refers to carriage owners in New-York City in the year 1770. Here it is:

List of the Names of the Families that Kept Coaches in New-York, 1770.	Coaches.	Chariots or Post Chaises.	Phaetons.
Cadwallader Colden, (Lieutenant-Governor)	....	1	....
(Judge) Daniel Horsmanden	1	1	1
John Watts, (Member of the Council)	1	....	....
Oliver De Lancey, (Member of the Council)	1	1	....
Joseph Read [e], (Member of the Council)	....	1	....
Charles W [ard] Apthorp, (Member of the Council)	1	1	1
[Colonel] Roger Morris, (Member of the Council)	1	1	....
Henry Cruger, (Member of the Council)	1	1	1
John Cruger, (Member of the Assembly)	....	....	1
James De Lancey, (Member of the Assembly)	....	1	....
Widow De Lancey, (Widow of Governor James De Lancey)	1	....	1
Widow Walton, (Widow of William Walton)	1	1	1
Widow Chambers, (Widow of Judge John Chambers)	....	1	....
Widow McEvers, (Widow of James McEvers)	1	....	....
Widow Lawrence	....	1	....
Mrs. Waddel [l]	....	1	....
Andrew Elliot	....	1	....
William Bayard	1	....	....
Nicholas Bayard	1	....	....
Philip Livingston	1	....	....
John Livingston	....	1	1
Robert Gilbert Livingston	1	1	....
Walter Rutherfurd	....	1	....

Gerardus Beekman	1	....	....
Gerardus William Beekman	1	....	....
James Beekman	....	1	1
Colonel Beekman	....	1	....
Nathaniel Marston	1	....	....
John Marston	1	....	....
Rev. Mr. Ogilvie [Rev. Dr. Ogilvie, assistant Minister of Trinity Church]	....	1	....
Anthony Rutgers	1	....	1
Jacob Le Roy	1	1	1
David Johnson	1	....	....
[William] Axtell	1	....	....
Miss Lodge	1	....	....
Leonard Lispenard	....	1	....
Samuel Verplanck	...	1	....
Lawrence Kortright	....	1	....
David Clarkson	....	1	1
John Van Cortlandt	....	1	1
Robert Murray	....	1	....
James Jauncey	....	1	....
[Dr.] William Brownjohn [Senior]	....	1	....
Dr. [Jonathan] Mallett [Mallet?]	...	1	....
[Thomas] Tiebout	...		....
Jacob Walton	....	....	1
Mr. [John] Watkins	....	....	1
Nicholas Gouverneur	....	....	1
John Aspinwall	1	....	....
Hugh Wallace	....	....	1
Isaac Low	....	....	1
Augustus Van Cortlandt	....	....	1
Gerardus Duyckinck	....	....	1

OFFICERS IN THE ARMY AND STRANGERS:

General Gage	1	1	....
Col. Robinson [Col. James Robertson?]	....	....	1
Col. Reid [Col. John Read?]	....	....	1
Capt. Archibald Kennedy	....	....	1
Capt. [Thomas] Sowers	....	....	1
Capt. Montresor [Capt. John Montressor]	....	....	1
Commissary [John] Leake	....	1	1
Abraham Mortier	....	1	....
Ralph Izard	1	1	1
Totals	26	33	26

This makes a total of eighty-five vehicles, namely: twenty-six coaches, thirty-three chariots or post-chaises, and twenty-six phaetons, kept by sixty-two residents of the city.

Please observe that this is New-York's bead-roll of her aristocracy-of-wealth in 1770—her "four hundred" of the most brilliant ante-Revolution period. It will not be long before war-clouds begin to descend, and before these coaches and chariots and post-chaises, together with their luxury-loving proprietors, will be scattered as by a whirlwind. Some of these very coach-horses will smell the smoke of battle that is soon to divide these social acquaintances into two opposing camps, all the more bitterly hostile by reason of their present intimacy.

PHILADELPHIA ON WHEELS IN 1772.

The first list of vehicles owned in Philadelphia, made in 1764, names three coaches, two landaus, eighteen chariots and fifteen chairs: a total of thirty-eight. But in the summer of 1772 Du Simitière made a Philadelphia list, and he gives the names of eighty-four persons who then had carriages, classed as coaches, coach-wagons, and chariots or post-chaises, as follows:

List of the Families that Keep Equipages in Philadelphia, as it Stood in June and July, 1772.

	Coaches.	Coach Wagons.	Chariots or Post Chaises.
Richard Penn, Governor, all sorts	1	1	1
James Hamilton			1
William Allen, Chief Justice	1		1
Dr. Graeme			1
John Dickinson, Lawyer			1
Benjamin Chen, Recorder of Philadelphia, Lawyer	1		1
Joseph Galloway, Speaker of the Assembly, Lawyer			1
John Ross, Lawyer			1
Joseph Reed, Lawyer			1
Thomas Willing, Merchant	1		
John Lawrence			1
Thomas Lawrence, City Vendue-master			1
Edward Shippen, Junr			1
Lynford Lardner, uncle to the Governor			1
Richard Peters, D. D., Rector of Christ Church, Philadelphia			1
Robert Morris, Merchant			1
Arch'd McCall, "			1
Samuel Neave, "			1
Wm. West, "			1
Capt. Isaac Cox, "			1
Wm. Moore, "			1
Capt. Samuel Mifflin, Merchant			1
Daniel Rundle, "			1
David Franks, "			1
Daniel Benezet "			1
Samuel Smith, "		1	
Samuel Purviance, "		1	
Henry Keppele, "		1	
Henry Keppele, Junr "		1	
James Craig, Merchant and Ship-chandler		1	
Andrew Hodge, Merchant and Ship Bread Baker		1	
Wm. Straker, Merchant			1
John Cadwalader, all sorts	1	1	1
Capt. Williams, of the Ingeneers			1
Capt. Edw'd. Stiles	1		1
Reynold Keen			1
Andrew Ducheé			1
Sam. Powell			1
Dr. Thomas Bond			1
Dr. Phineas Bond			1
Dr. John Redman			1
Joseph Sims, Merchant		1	
Thomas Riche			1
Widow Martens, mother to the Governor's Lady	1		
Widow Harrison			1
Widow Montgomery			1
Peggy Oswald			1
Steinmtez, (*September carriage making*)			1
Morton, (*September carriage making*)			1
Peter Turner			
Daniel Benezet			1
William Logan			1
James Logan			1
Israel Pemberton			1
James Pemberton, Merchant		1	1
John Pemberton, Preacher			
Joseph Pemberton, Merchant	1		
Dr. Samuel Preston Moore			1
Henry Hill, Madeira-merchant			1
Joseph Fox		1	
Hugh Roberts, Iron-monger		1	
Samuel Shoemaker, Merchant		1	
Joshua Howell, "		1	
Reese Meredith, "		1	
Abel James, "		1	
Henry Drinker,		1	
Thomas Clifford, Merchant		1	
John Reynell, "		1	

Samuel Pleasants, Merchant	1	....	....
Joseph Wharton, commonly called Duke Wharton	....	1	1
Thomas Wharton, Merchant	....	1	....
Joseph Wharton, Junr	....	1	....
Jacob Lewis	....	1	....
Christien Sam. Morris	....	1	....
Richard Wistar, Glass and Button-maker	....	1	....
Samuel Emlen, Junr., Preacher	....	1	....
George Emlen, Junr., Merchant	....	....	1
James Bringhurst, Carpenter	....	1	....
Samuel Noble	....	1	....
John Mifflin	....	1	....
Anthony Morris	....	1	....
Joshua Fisher	....	1	....
Elizabeth Norris	....	....	1
Widow Greenleaf	....	1	....
Totals	9	33	49

This list, it will be observed, gives a total of ninety-one vehicles, namely: nine coaches, thirty-three coach-wagons and forty-nine chariots or post-chaises, distributed among eighty-four residents of Philadelphia. Governor Richard Penn is entered as having "all sorts," and Mr. John Cadwallader is the only gentleman having a similar distinction. Neither chaises nor chairs (chaises without tops) are included in the above lists.

It is worthy of passing note that some weak-minded descendant of a Philadelphia ancestor, looking upon the latter list as a sort of Battle Abbey Roll, stealthily inserted the name of his predecessor, and was generous enough to put him down for both a coach and a chariot; but the imposture was soon discovered, and exposure served to bring the name into ridicule.

Boston on Wheels.

In 1768 the same indefatigable collector of statistics made a similar list of Bostonians who then kept carriages. They numbered only twenty-two persons, which will no doubt strike the student of social life at that period as a comparatively meager return from a city which was favored with a coach as early as 1669, and which was afterwards complimented as follows:

Mr. Bennett, who visited Boston in 1740, wrote an interesting account of his travels, in which he states: "There are several families in Boston that keep a Coach, and pair of horses, and some few drive with four horses; but for Chaises and saddle horses, considering the bulk of the place, they outdo London. They have some nimble, lively horses for the Coach, but not any of that beautiful black breed so common in London. When the ladies ride out to take the air it is generally in a Chaise or Chair, and then but a single horse; and they have a negro servant to drive them. The gentlemen ride out here as in England, some in Chairs, others on horseback, with their negroes to attend them. They travel in much the same manner on business as for pleasure, and are attended in both by their black equipages."

Boston set the fashion for Massachusetts, and a New-Yorker, writing in 1753, said he could tell his distance from Boston "by the length of the ruffles of a belle in the town he was in."

The War Period.

We need now to devote but a moment to the war period, 1776 to 1783, as it discloses little of interest on the subject of pleasure carriages. The British officers, although gay and extravagant in their tastes and habits, contented themselves with their horses; and the condition of the city offered no temptation for the display of equipage and liveries. There are two memoranda from these times that seem worthy of special mention.

Among the manuscripts of the New-York Historical Society there is a package of household bills rendered by tradesmen to the Hon. Andrew Elliot, Collector of Customs at New-York, who, during the war, held the commissions of Lieutenant-Governor of the Province, Superintendent of Police and other profitable offices under the Crown. He was brother to Lord Minto, and called his country seat, situated at about Ninth-st. and Broadway, by the name of "Minto." From this package of bills it is evident that Mr. Elliot had a large stable and a number of vehicles.

In 1770 Robert Manley charges him for "felloes and spokes, repairing Coachman's seat, mending a glass frame and covering."

In 1770, Henry Brevoort, a blacksmith and wheelwright, whose shop was close by "Minto," was paid by Mr. Elliot £22 for "two sets of Chariot wheels, and also for mending a Coach wheel, felloes and spokes." Added to this bill are two items of home production, viz. "five bushels of turnips, at ten shillings a bushel," and "three pounds of honey at two-and-six pence per pound."

In 1781, Matthias Tier, a blacksmith, charges for repairing carriage wheels, the carriage, the coach and coach wheels. The same year, Ettreage & Haight, saddlers, presented a bill for coach harness, lining the pole of the chariot, repairing the coach harness and lining the pole of the coach.

Our friend James Hallett also worked for Mr. Elliot; and among his items are charges for "carpet bottom, livering two glass frames, glass oval behind, pair of poles, string glass frame, coachman's seat, piecing molding on body, a new Ruff [roof?], 5 guineas, altering crest and taking out cypher," making a bill of £34, 4. 2. This was not paid in 1781, as we find the amount charged in another bill of 1782 for "wheelwright work on chariot, a new pole, mending and stuffing seat, etc."

As Mr. Elliot had an attractive family, and one of his daughters married Lord Cathcart and another Admiral Digby, no doubt the livery of the family was frequently seen on the Bowery road.

The Last Carriage Bill of the Last British Governor-General.

As an appropriate close to my collection of documentary exhibits, here is a paper which I discovered some years ago among the Carleton Manuscripts, preserved in the Library of the Royal Institution of Great Britain, in Albemarle-st., London. Sir Guy Carleton was the last and one of the most estimable of the British Governor-Generals who lived in New-York. His official headquarters was located at No. 1 Broadway, in the building afterwards known as "Washington Hotel," which

was only recently demolished to make room for the present Field Building. His country-house was a mile and a half distant, at what is now the southeast corner of Varick and Charlton-sts. Between these two points his vice-regal coach rolled each day—a spectacle to attract all eyes, whether friendly or otherwise. The departure from New-York of Sir Guy and his coach, on Nov. 25, 1783, is still celebrated by us as "Evacuation Day." Ten days previous to that event his coach-maker, our old friend James Hallett, presented his last bill, a running account dating from Aug. 12 to Nov. 9, and aggregating £3, 17, 0. Here it is, reproduced *verbatim et literatim*:

New-York, Novemb. 15, 1783.

His Excellency Sir Guy Carlton,

To James Hallett, Dr.

		£	s.	d.
August 12.	*To Belley Band Strap,*	0.	3.	0
	To mending Bridle,	0.	1.	0
	To Bolt & Nut,	0.	0.	0
	To 1 Rag Wedge,		1.	0
	To Cheap in Brichen,		1.	0
Sept. 5.	*To mending Color,*		1.	6
	To 2 Irons to Speaks, & Rivet,		5.	0
" *10.*	*To Tug,*		4.	0
" *10.*	*To mending fals color*		2.	0
	To 40 Nailes & getting up Stumps	1.	10.	0
Octb. 1.	*To Nailes & softening Tire,*		0.	0
	To New Thong,		3.	0
Nov. 9.	*To plaiting Carriage pole,*		12.	0
		£3.	17.	0

Received the above Contents in full,
By me, *JAMES HALLETT.*

I have held the above-mentioned bill in my hands, and seen James Hallett's signature affixed to it. That signature marks the close of the history of coaches in Colonial New-York.

After the War.

With the re-entry of the Americans on that same day, headed by General Washington on horseback, was ushered in a new chapter in the history of the city, which, at the opening, was by no means cheerful. During the war two destructive fires had swept through its streets and destroyed nearly all the fashionable residences; while others, deserted by their patriotic proprietors, had been used for military purposes. The long occupation had left the city in delapidation and decay, and the citizens, returning to their abandoned homes after seven years of exile, found whole sections charred and blackened ruins, where even the streets were scarcely recognizable.

Still, the site of sites remained, and soon there came, in constantly increasing numbers, that throng of enterprising men who have since lifted the dismantled town of 1783 to its present crowning position as the metropolis of the Continent.

The removal of Congress from Philadelphia to New-York in 1784 was the signal for a renewal of fashionable life; and, very soon, vehicles began to again appear in the city and on the suburban roads. We read

that, in the famous Federal Procession which formed one of the events in New-York in 1788 (July 23d), there appeared a representation of the coach and coach-harness makers, preceded by a stage drawn by ten black horses, containing mechanics at work at the different branches of the trade, and displaying a standard bearing suitable devices and the motto: "The Federal Star Shall Guide our Car!"

The mere fact that members of the coach trade were emboldened to go to the trouble and expense suggested by this record is sufficient evidence of a turn of tide and the recurrence of a feeling of hopefulness and consequent enterprise; and indications that this feeling was justified follow very shortly.

Washington's First Presidential Coach.

When, in 1789, General Washington was inaugurated first President, he, with his Virginian love of fine horses, naturally became the prominent figure on the drives. His establishment consisted of a state coach, a post-chaise and a carriage; and almost daily he drove out with his family. His favorite route was what was known as "the fourteen-mile drive," by the old King's Bridge road, crossing Murray Hill on the line of the present Lexington-ave., to McGowan's Pass at 105th-st.; thence on a line with the Harlem River to Bloomingdale, and so down on the westerly side of the island to his residence in Cherry-st.; and, later, to Macomb's mansion in the Broadway. His coach was of English make, imported by himself. It is described by a contemporary writer as "one of the best of its kind, heavy and substantial; the body and wheels were of cream color, with gilt moldings, and it was suspended upon leather straps resting on iron springs. Portions of the sides of the upper part, as well as the front and rear, were furnished with neat green Venetian blinds, and the remainder was inclosed with black leather curtains. The latter might be raised so as to make the coach quite open in fine weather."

Watson, in his "Annals of New-York," referring to the year 1789, gives another detailed description of it, as follows. He says: "The most splendid looking carriage ever exhibited among us was that used as befitting the character of that chief of men, General Washington, while acting as President of the United States. It was very large, so as to make four horses, at least, an almost necessary appendage. It was occasionally drawn by six horses, Virginia bays. It was cream coloured, globular in its shape, ornamented with cupids supporting festoons and wreaths of flowers, emblematically arranged along the panel work,—the whole neatly covered with best coach glass. It was of English construction." The ornamented panels here referred to are still preserved in the Patent Office at Washington.

Whether or not the above-described vehicle is identical with the so-called "Washington Coach" which was shown at the Centennial Exhibition, and which still emerges from its place of retirement at Harlem whenever a civic display is made in this vicinity, is a subject that has

given rise to lively dispute. The late Ezra M. Stratton, of New-York, author of "The World on Wheels," investigated the question with great persistency; and his opinion, as presented at length in *The New-York Coach-Makers' Magazine*, is in the negative.

But a serious check to the readjustment and reëstablishment of New-York society soon presented itself. In 1790 the removal of the seat of government from this city again degraded the coach from the position that had promised, and practically banished it from the streets, if we may accept the testimony of De Witt Clinton, who, writing in that year, names, among the losses sustained by the city in consequence of the removal: "decrease of rents, boarding-houses empty, and no Federal Hall for idlers to lounge in." Among the benefits, he then mentions that "the studious are no longer annoyed by rattling carriages in the streets." [We shudder to think what De Witt Clinton's opinion of elevated railways would have been!]

Conclusion.

But we have now passed the bounds of the Colonial Period. Hereafter the vehicles gradually lose their character as representatives of English aristocracy, and reflect with growing prominence the ideas and needs of American democracy. I am of course tempted to overstep the bounds of my subject, and show something of the later chapters of American coach-building: how we long depended on the English makers for our most fashionable vehicles for gentlemen's use and for sporting; how France then contributed her quota in the way of vehicles specially adapted for ladies and for park driving; how America copied, adapted and improved the imported types, and originated many new ones of her own; and how, in these latter days, New-York representatives of the art have thrice won the highest possible honors at World's Exhibitions. But time will not permit.

Suffice now to say that the future member of this Society who is called upon to prepare a paper on "The Vehicles of Democratic New-York at the Close of the Nineteenth Century" will possess the advantage that he will be in no danger of exaggerating their number, their variety, their beauty, their perfection of mechanical ingenuity. Yet even he will no doubt confess that, for picturesqueness and dramatic effect, the artists and novelists of his day, wishing to put their art-world on wheels, will still do well to turn for materials to the golden age of coaches in this country—to the Colonial Period just preceding the Revolution.

Now, and in the century soon to dawn, the austere panel of modern equality will, from the artist's standpoint, still show to best advantage when set off by the glitter of the British regalia; and even those American types of wheeled Democracy: the buggy, the buckboard, the sulky and the rockaway, will lack half their significance unless contrasted, hub to hub, with a full-liveried Colonial coach, accompanied by its gorgeous equipage.